

CONVOYS FOR SHIPS TO BRITAIN

WASHINGTON. — Advisers who have talked to the President during the last four months say that he has gone through a significant transition regarding aid to Britain, also regarding a more aggressive policy toward Japan.

Last August, for instance, Secretaries Stimson, Knox and Morgenthau, who have strong influence on international policy, wanted Roosevelt to bar all oil shipments to Japan. But the state department persuaded Roosevelt to the contrary.

Several months later, when the duke of Windsor flew to visit Roosevelt during his Caribbean cruise, the duke put up to him the desperate plight of British shipping and asked for American naval convoys to protect British ships across the Atlantic. To this the President gave an emphatic No.

It was at approximately the same time that the late Lord Lothian came back from England and submitted a list of the naval vessels Britain would need to maintain her lifeline of supplies from the U. S. A. The list included not only destroyers, but four cruisers of the Omaha class.

Lord Lothian did not actually ask for these ships. He merely listed the vessels which Britain desperately needed. But Roosevelt continued to shy away from the idea of conveying British ships with U. S. naval vessels.

Later certain White House advisers, including such powerful figures as Secretaries Knox and Stimson, pointed out that the British navy had lost a terrific toll of men, did not even have enough seamen to man the American over-age destroyers. What Britain needed was ships manned by the U. S. navy.

The British picture was also made depressing by the difficulty of finishing work on vessels in British shipyards. Two battleships of the King George class were launched last spring, but since then no ship of any importance has come off the ways. Reason is that the bombardment of Britain began in earnest last summer, and shipyards have been one of the main targets. Since the yards are exposed, they have suffered much more than factories. As a result, ships have been bombed, patched up, then bombed again.

Another development is that within the last 10 days in the Mediterranean, where the British have lost the equivalent of seven ships. The Southampton was sunk, the Illustrious was put out of commission, and five others damaged so badly that repairs will take two or three months. Repairs are difficult in the Mediterranean, because Malta is under constant bombardment and the naval base at Gibraltar is small.

Meanwhile, German bombers, realizing that the strength of the British fleet in the Mediterranean is the key to victory, have taken over Italian bases and are raising destruction on the royal navy.

It was the succession of these developments which began to change Roosevelt's mind about U. S. naval convoys for British shipping.

Note—No commitments have been given the British, and no policy has been definitely decided for conveying British ships. But advisers believe the President will adopt such a policy if permitted by congress.

SCURRILOUS LITERATURE

Sensational feature of the forthcoming report of the senate campaign fund investigating committee will be an expose of scurrilous literature disseminated in last year's hectic presidential battle. A 500-page "scrapbook" of exhibits has been assembled by Harold Buckles, committee investigator, from all over the country.

While partisans of both candidates resorted to this type of literature, more than 80 per cent of Buckles' collection is anti-Roosevelt. Also, of 466 typical exhibits, one-half are wholly anonymous or only vaguely identified.

The committee lists 135 such groups, of which 111 were pro-Willkie and 22 pro-Roosevelt. Only six of the 135 filed reports of their contributions and expenditures with the clerk of the house. This failure to report is a violation of the law and carries heavy penalties.

Dominant theme of the scurrilous literature is racial and religious prejudice. More than 80 per cent of the committee's exhibits harp on this, 10 per cent played up the war issue, and 15 per cent leveled foul personal attacks on the candidates.

Note — Committee investigators are of the private opinion that not less than \$10,000,000 was spent for this material.

MERRY-GO-ROUND

Sam Pryor, ball-bearing-tongued national committeeman from Connecticut, is pushing lame-duck Governor Baldwin as successor to National Chairman Joe Martin. Some time ago Pryor had his own ambitions for the job, but was stopped dead by a blunt warning from mid-western leaders.

Franklin Field is a famous football gridiron; also the name of a man who urges more Good Neighborliness through private aviation.



GENERAL HUGH S. JOHNSON Says:

Washington, D. C. ROOSEVELT THE LEADER

No matter how much you may disagree with him, or how sincerely you feel that the course he has followed and is following is dangerous to the very principles he is trying to uphold, you have to concede, that our third-term President is a great credit to our country in a troubled world.

Nobody could help being proud of General Pershing among the Allied commanders of the World war. No foreign general approached him in soldierly appearance and bearing. None was his superior in determination or professional attainment. None contributed more to Allied victory. It made you glad that you too were an American to see him in any contrast with soldiers of other nations. For every good quality of his is a characteristically American quality refined and brought to a peak of excellence. He looked American, talked American and acted American.

All this was especially apparent and must have been emphasized to the whole world throughout the day of his third inauguration. This column isn't going to go softy in its debate of what it thinks are Mr. Roosevelt's dangerous errors in these critical times, but there is surely no aspect of that in acknowledging a thrill of pride in the thought that I am a citizen of the same country of which he is President and that, in the face of a world so dangerous, this country has a leader of such commendable stature.

No matter what fate may have in store for Mr. Roosevelt—and for us—I think that for good or ill, he will also take his place in that company. As President of the United States I don't agree with him, but as a citizen of the United States I am proud of him just the same.

YOUR OWN GALLUP POLL

The lowering level of British dollar credits may be a reason for hastening some kind of provisions for granting credits or even gifts to England, so that her placing of orders here may not be delayed, thus delaying deliveries a year from now. But that is no reason for bum's-rushing the "lease-lend" monstrosity through congress without ample debate.

That bill is very much more than an aid-to-Britain bill. It is an abdication of congressional war powers to the President and authorizes in him to engage in economic and partial military and naval war, for or in behalf of any nation anywhere in the world. That is not at all necessary for aid-to-Britain, which could be given to the full of whatever has been asked by her in a much simpler bill and without surrendering our constitutional form of government in favor of a one-man commander-in-chief of all our destinies. There is no popular demand for any such revolutionary action. There is popular demand for aid-to-Britain. Advantage has been taken of this to write a bill for a military dictatorship and then say: "This is aid-to-Britain—in the only way." That simply is not true. It is a cruel misleading of the public and a misuse of public opinion, as are many other aspects of this bill.

In this remark, our tendency to government by Gallup polls is somewhat responsible. During a recent five days in bed with flu, I had a chance to check up on my fan mail. It is full of sentiment for aid-to-Britain. It is overwhelmingly against our rushing into this war. As the points made in this column are beginning to be understood, it is increasingly against the bill. I believe if the bill is debated long enough to make clear what is going on here, it can never pass without amendments restricting it to the real popular purpose—aid-to-Britain.

No Gallup polls have brought out these distinctions. The questions, especially recently, have been increasingly phrased in such a way as to lead to answers looking to our greater and greater unnecessary involvement in war. Yet every poll posing the stark question of involvement results in resounding "no's," in overwhelming majority.

Here is an experiment that every American bewildered by these sinister developments can make for himself. Conduct your own Gallup Poll. When you hear from Washington (as you will because that is part of the pro-war propaganda) that the people overwhelmingly want this bill or something vastly more than aid-to-Britain, set aside a part of every day, to ask not only friends, but strangers, whether they want to go further than aid-to-Britain?

I can't guarantee the result, but from my mail most of our people don't want to go a step further than the preparation of an impregnable American defense and such help to beleaguered Britain as can be given without getting us into bloody war. Try it yourself. If you find the facts as my mail indicates, make yourself heard in Washington by exercising your constitutional right of informing your representatives in congress what their constituents think. These are critical days in the Battle of America. It is your battle for the future.

Trawler Rescues 5 in Ship Crash



The ice-covered rescue trawler, North Star, pictured upon arrival at the Boston fish pier after bringing to shore five rescued fishermen from the sunken schooner, Mary E. O'Hara, which went down outside Boston harbor, after a collision with an unknown craft. Eighteen fishermen lost their lives in the crash that took place just before daybreak.

Confers With FDR



John G. Winant, former Republican New Hampshire governor, pictured as he stepped off the plane in Washington reportedly to confer with President Roosevelt regarding his appointment as the next U. S. ambassador to England.

Two Killed in Crash of Airliner



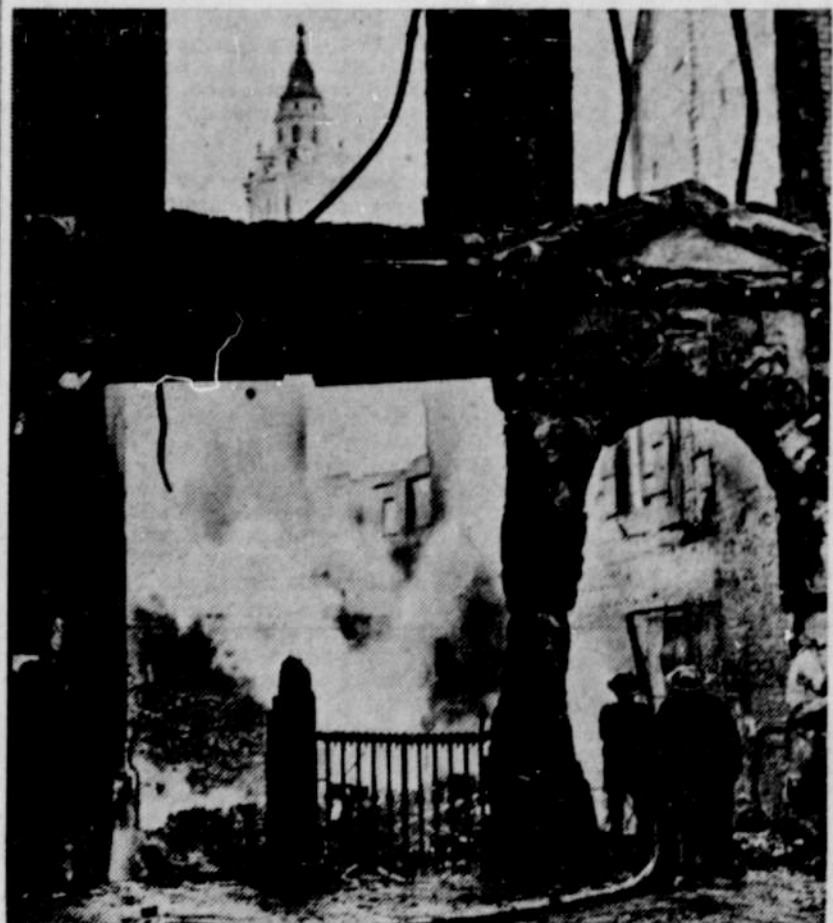
This picture shows the wreckage of a Transcontinental and Western airliner, which crashed near Lambert field, St. Louis, Mo., while landing at dawn. The big sleeper plane crashed after striking a tree with a wing tip in a steep turn close to the ground. The crash brought death to two and injuries to 12 persons aboard.

Testifies



Col. Charles A. Lindbergh, as he testified before the house foreign affairs committee on the lease-lend bill. He suggested a "negotiated peace" in Europe.

London Firemen Douse Hitler's Fire Bombs



This photo, passed by British censor, shows a group of firemen wetting down burnt ruins after an inferno that raged all around St. Paul's cathedral, in London. In the distance the tower of St. Paul's can readily be seen. The fire was caused by incendiaries dropped by Hitler's "luft-waffe," and for awhile threatened a huge section of London.

Gets 'Fine Points'



Sir Hugh Dowding, right, Britain's "air ambassador" to the U. S., is shown the fine points of a new high-speed Martin bomber by J. T. Hartson, executive of the Glenn Martin company. Sir Hugh is making a survey of our aircraft factories.

Transferred at Demand of Germans

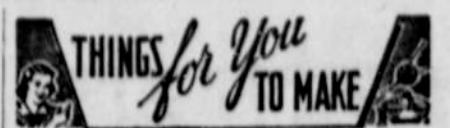


Leigh W. Hunt, second consular secretary, Mrs. Elizabeth Deegan of Asheville, N. C., and Cecil M. P. Cross, consul of Providence, R. I., all members of the U. S. embassy staff in Paris who were transferred at German official demand on charges of having aided a British officer. They returned to America aboard a clipper.

Resigns



O. K. Armstrong, magazine writer, who resigned from the "No Foreign War" committee because of differences with Chairman Verne Marshall, shown at a press conference in Washington.



EASY hooking was the motivating force behind the creation of this beautiful pansy design in oval shape.

Z9208, 15c, brings the design in about 24 by 34 size on a hot iron transfer that will stamp to your burlap. General hooking directions and instructions for making several inexpensive rug frames come with each order. Send order to:

Form for Aunt Martha, Kansas City, Mo. Enclose 15 cents for each pattern desired. Pattern No., Name, Address.

Fortunately for Passenger No Rules Were Broken

As the west-bound express train thundered through the wayside station, a door burst open and a passenger fell out. Fortunately, he landed on a heap of sand, so, though badly shaken up, he wasn't hurt much.

The train shrieked to a stop and the conductor hurried to the side of the victim.

"Hurt bad?" he inquired. "No, I guess not," replied the man, "but what'll I do now?"

"Let me see your ticket," said the representative of the railroad. When it was produced he examined it closely, then:

"It's all right," he said. "This ticket allows for a break in the journey."

Beware Coughs from common colds That Hang On

Creomulsion relieves promptly because it goes right to the seat of the trouble to help loosen and expel germ laden phlegm, and aid nature to soothe and heal raw, tender, inflamed bronchial mucous membranes. Tell your druggist to sell you a bottle of Creomulsion with the understanding you must like the way it quickly allays the cough or you are to have your money back.

CREOMULSION for Coughs, Chest Colds, Bronchitis

Shadows of Mind The shadows of the mind are like those of the body. In the morning of life they lie behind us; at noon, we trample them under foot; and in the evening they stretch long, broad and deepening behind us.—Longfellow.

DON'T BE BOSSED

BY YOUR LAXATIVE-RELIEVE CONSTIPATION THIS MODERN WAY

When you feel gassy, headachy, lopy due to clogged-up bowels, do as millions do—take Feen-A-Mint at bedtime. Next morning—thorough, comfortable relief, helping you start the day full of your normal energy and pep, feeling like a million! Feen-A-Mint doesn't disturb your night's rest or interfere with work the next day. Try Feen-A-Mint, the chewing gum laxative, yourself. It tastes good, it's handy and economical... a family supply costs only

FEEN-A-MINT 10¢

Lost for a Laugh The most completely lost of all days is that on which one has not laughed.—Chamfort.

TO RELIEVE MISERY OF COLDS quickly use 666 LIQUID TABLETS SALVE NOSE DROPS COUGH DROPS

Facts of ADVERTISING

ADVERTISING represents the leadership of a nation. It points the way. We merely follow—follow to new heights of comfort, of convenience, of happiness.

As time goes on advertising is used more and more, and as it is used more we all profit more. It's the way advertising has—

of bringing a profit to everybody concerned, the consumer included